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Case No. 6217-Barker et al.

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicants:	Barker et al.	)
		) Examiner: F. Jules
Serial No.:	09/657,297	)
		) Group Art Unit: 3617
Filed:	September 7, 2000	)
		)
For:	RAILCAR DRAFT GEAR ASSEMBLY AND SYSTEM	)

I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: Assistant Commissioner for Patents, Box Non-Fee Amendment, Washington, D.C. 20231 on July 31, 2001.
Applicant's Attorney: Edward J. Brosius
Signature Edward J Brosius
Date July 31, 2001

AMENDMENT

Box NON-FEE AMENDMENT
Commissioner of Patents and Trademarks
Washington, D. C. 20231

Dear Sir:

Please enter the following amendment in reply to the office action dated May 16, 2001.

IN THE SPECIFICATION:

Substitute Page 23 as follows:

d10 in FIGS. 2 and 12. Thus, the total buff stroke for the coupler 22F, 22E, 22R and coupler follower 26F, 26E, 26R is 4-1/4 (4.25) inches, and the total buff stroke for the yoke 24F, 24E, 24R is 3 inches. Accordingly, the distance between the coupler horn 23 and the front 21 of the draft sill 12 is shortened to d11 at the full buff position. Examples of values for the lengths and distances at full buff are: 3-5/8 (3.63) inches for d9; 10-1/8 (10.13) inches for d10; and ½ inch for d11.

It should be understood that under extremely high loads or at relatively high speeds, the coupler may continue to move back through the last ½ inch, and may contact the striker on the front end 21 of the draft sill 12. Accordingly, although it is generally undesirable in this design, the coupler head could have a full buff stroke of 4-3/4 inches, nominally. Thus, as shown in